

# Appendix D: Letters of Support



LARRY HOGAN  
GOVERNOR

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

May 13, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

I am writing to offer my strong support for the Maryland Department of Transportation's (MDOT) four applications seeking Better Utilizing Investments to Leverage Development (BUILD) grant funding. These important projects advance critical state and national economic development and infrastructure objectives, and will address multimodal needs in regions across the State—from rural areas in Southern Maryland to urban centers like Baltimore City.

The four projects include the following:

**MDOT State Highway Administration (SHA), MD 5 Great Mills Improvement Project:**

MDOT SHA is seeking a grant to fulfill an initiative to address critical safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life issues in the rural Southern Maryland region. Currently, MD 5 experiences long traffic queues during the peak travel period, creating congestion and safety concerns, with a crash rate significantly higher than the statewide average. Additionally, the Patuxent River Naval Air Station, Naval Air Station Webster Field, and Coast Guard Station St. Inigoes are all located near the project area. These installations alone employ 18,000 active-duty personnel, civilians, and contractors who all rely on MD 5 for access to destinations around Washington, DC and Maryland in the event of a state or national emergency. This application will provide the funding to address critical needs and represents a strong partnership among MDOT SHA, St. Mary's County, Patuxent River Air Station, and other federal, state, and local partners.

**MDOT Maryland Transit Administration (MTA), ReBUILD and ReCONNECT Penn**

**Station Project:** MDOT MTA is seeking grant funding to provide multimodal infrastructure investments around Penn Station in the heart of Baltimore City. These investments will significantly improve mobility, safety, and connectivity to this regional intermodal transportation hub. The project also complements Amtrak and Penn Station Partners' \$140-million redevelopment of the historic Penn Station headhouse building, construction of a new terminal building, and adjacent commercial development. The area around Penn Station is expected to see increasing levels of economic growth as the station redevelopment advances, and the need for safe, fast, and reliable intermodal connections is critical.

**MDOT Maryland Port Administration (MPA), *Resiliency and Flood Mitigation***

***Improvements at Dundalk Marine Terminal:*** MDOT MPA is seeking grant funding to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal (DMT). The project is part of a larger, long-term resiliency program at MDOT MPA's terminals. By making improvements to the DMT, the project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the Port of Baltimore's largest and most versatile general cargo facility. The project will create a more resilient marine terminal and make the movement of goods more efficient.

**MDOT Maryland Transit Administration (MTA), *Southern Maryland Rapid Transit (SMRT) Project:*** MDOT MTA, in partnership with Charles and Prince George's Counties, is seeking planning grant funding to complete a draft environmental impact statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. Providing a separate, high-capacity transit line in this rapidly-growing corridor will be transformative to the greater Washington, DC region, and completing the DEIS is an important first step in ultimately delivering this project.

I strongly support these grant applications and urge you to award the requested BUILD funds to these vital, transformative projects. Thank you for your time and consideration of these important grant applications.

Sincerely,

A handwritten signature in blue ink, appearing to read "Larry Hogan", is written over the printed name.

Larry Hogan  
Governor

**Congress of the United States**  
Washington, DC 20510

May 14, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

We write to offer our full support for the joint Charles County and Prince George's County Better Utilizing Investments to Leverage Development (BUILD) transportation planning grant application. The grant funding will be used to complete a draft environmental impact statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. Providing a separated, high-capacity transit line in this rapidly-growing corridor will be transformative to the greater Washington, DC region, and completing the DEIS is an important first step in delivering this project.

The concept of a rapid transit line in Southern Maryland was first envisioned in 1996 in the Southern Maryland Mass Transportation Study. Since then, numerous transit feasibility studies have been completed in the corridor, culminating with the 2017 Final Alternatives Report. This three-year, pre-National Environmental Policy Act (NEPA) planning study was conducted in collaboration between the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and Prince George's and Charles counties and marked a major milestone in providing sustainable congestion relief along the SMRT project corridor. Completing a DEIS is the next critical step for this important project.

Prince George's and Charles counties have initiated the creation of mixed-use, transit oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOC) long-range transportation plan forecasts significant population and employment growth in the area. Today there are 5.7 million people living in the National Capital Region, which is expected to grow to more than 6.9 million by 2045, and according to MWCOC's Cooperative Forecasts Round 9.1. Charles County's population will grow at the fastest rate of 44%. There is limited ability to expand current roadway footprints, and the commuter bus system is reaching capacity and further expansion is difficult. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.



We urge you to give the SMRT project favorable consideration and invest in this transformational initiative. The application demonstrates the project's substantial benefits, and Charles County, Prince George's County, and the State of Maryland are prepared to commit the required match of the grant funds.

Sincerely,

/s/ Benjamin L. Cardin

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Benjamin L. Cardin  
United States Senator

/s/ Chris Van Hollen

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Chris Van Hollen  
United States Senator

/s/ Steny H. Hoyer

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Steny H. Hoyer  
Member of Congress

/s/ Anthony G. Brown

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Anthony G. Brown  
Member of Congress

/s/ David Trone

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David Trone  
Member of Congress

JOANNE C. BENSON  
Legislative District 24  
Prince George's County

Finance Committee  
Chair, Rules Committee

*Joint Committees*

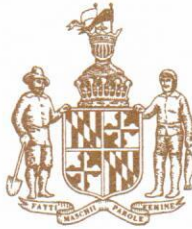
Children, Youth, and Families

Ending Homelessness

Fair Practices and State Personnel Oversight

Management of Public Funds

Chair, Prince George's County  
Senate Delegation



THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

James Senate Office Building  
11 Bladen Street, Room 214  
Annapolis, Maryland 21401  
301-858-3148 · 410-841-3148  
800-492-7122 Ext. 3148  
Fax 301-858-3149 · 410-841-3149  
Joanne.Benson@senate.state.md.us

May 11, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

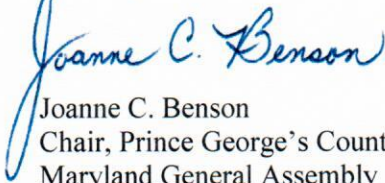
I am writing on behalf of the State Senate Delegation of Prince George's County to express my support for the County Better Utilizing Investments to Leverage Development (BUILD) Transportation Planning Grant application being jointly submitted by Charles County, Prince George's County and the Maryland Department of Transportation (MDOT). If successful, the funding from this grant will be used to complete a Draft Environmental Impact Statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. This will provide a separated, high-capacity transit line in this rapidly-growing corridor and will help to transform the Greater Washington, DC region.

Prince George's and Charles Counties have advanced several mixed-use, transit-oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOC) long-range transportation plan forecasts significant population and employment growth in the area. There is limited ability to expand current roadways, the commuter bus system is reaching capacity and further expansion is extremely constrained. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.

Put simply, this rapid transit project will provide the type of transportation alternatives that this region desperately needs, as the MD 5 Corridor is both one of the most congested in the Washington Metropolitan Area and residents in these communities experience among the longest commute times of any in the region. The combination of creating a sustainable option to sitting in traffic, promoting walkable, bikeable access to stations, and the potential for significant economic development, makes this an ideal project for promoting vibrant, resilient communities and better connecting into the Greater Washington Metropolitan Region.

I urge you to favorably consider the SMRT project and invest in this transformational initiative. This application demonstrates the project's substantial benefits for Prince George's County, Charles County and the State of Maryland.

Sincerely,



Joanne C. Benson  
Chair, Prince George's County Senate Delegation  
Maryland General Assembly

cc: The Honorable Angela D. Alsobrooks, Prince George's County Executive  
The Honorable Gregory Slater, Secretary, Maryland Department of Transportation  
The Honorable Reuben B. Collins, II, Esq., President, Board of Charles County Commissioners  
The Honorable Erek Barron, Chair, Prince George's County House Delegation  
The Honorable Todd Turner, Chair, Prince George's County Council  
The Honorable Calvin S. Hawkins, II, Vice-Chair, Prince George's County Council  
The Honorable Mel Franklin, Member, Prince George's County Council  
The Honorable Monique Anderson-Walker, Member, Prince George's County Council  
The Honorable Sydney J. Harrison, Member, Prince George's County Council  
Major F. Riddick, Jr., Chief Administrative Officer, Office of the County Executive  
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive  
Terry L. Bellamy, Director, Prince George's Department of Public Works and Transportation  
Martin L. Harris, Deputy Director, Prince George's Department of Public Works and Transportation  
Gwendolyn T. Clerkley, Deputy Director, Prince George's Department of Public Works and Transportation  
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC  
Andree Green Checkley, Esquire, Prince George's County Planning Department, M-NCPPC  
Kevin Quinn, Administrator, Maryland Transit Administration



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

May 11, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

On behalf of the Maryland State House Delegation for Prince George's County, I am writing to express my enthusiastic support for the County Better Utilizing Investments to Leverage Development (BUILD) Transportation Planning Grant application being jointly submitted by Charles County, Prince George's County and the Maryland Department of Transportation (MDOT). If successful, the funding from this grant will be used to complete a Draft Environmental Impact Statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. This will provide a separated, high-capacity transit line in this rapidly-growing corridor and will help to transform the Greater Washington, DC region.

Prince George's and Charles Counties have advanced several mixed-use, transit-oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOC) long-range transportation plan forecasts significant population and employment growth in the area. There is limited ability to expand current roadways, the commuter bus system is reaching capacity and further expansion is extremely constrained. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.

Put simply, this rapid transit project will provide the type of transportation alternatives that this region desperately needs, as the MD 5 Corridor is both one of the most congested in the Washington Metropolitan Area and residents in these communities experience among the longest commute times of any in the region. The combination of creating a sustainable option to sitting in traffic, promoting walkable, bikeable access to stations, and the potential for significant economic development, makes this an ideal



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project for promoting vibrant, resilient communities and better connecting into the Greater Washington Metropolitan Region.

I urge you to favorably consider the SMRT project and invest in this transformational initiative. This application demonstrates the project's substantial benefits for Prince George's County, Charles County and the State of Maryland.

Sincerely,



Erek L. Barron,  
Chair, Prince George's County House Delegation  
Maryland General Assembly

cc:

The Honorable Angela D. Alsobrooks, Prince George's County Executive  
The Honorable Gregory Slater, Secretary, Maryland Department of Transportation  
The Honorable Reuben B. Collins, II, Esq., President, Board of Charles County Commissioners  
The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation  
The Honorable Todd M. Turner, Chair, Prince George's County Council  
The Honorable Calvin S. Hawkins, II, Vice-Chair, Prince George's County Council  
The Honorable Mel Franklin, Member, Prince George's County Council  
The Honorable Monique Anderson-Walker, Member, Prince George's County Council  
The Honorable Sydney J. Harrison, Member, Prince George's County Council  
Major F. Riddick, Jr., Chief Administrative Officer, Office of the County Executive  
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive  
Terry L. Bellamy, Director, Prince George's Department of Public Works and Transportation  
Martin L. Harris, Deputy Director, Prince George's Department of Public Works and Transportation  
Gwendolyn T. Clerkley, Deputy Director, Prince George's Department of Public Works and Transportation  
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC  
Andree Green Checkley, Esquire, Prince George's County Planning Department, M-NCPPC  
Kevin Quinn, Administrator, Maryland Transit Administration



*Charles County Commissioners*  
**REUBEN B. COLLINS, II, ESQ., PRESIDENT**

May 6, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

I am writing to express my full support for the joint Charles County and Prince George's County Better Utilizing Investments to Leverage Development (BUILD) transportation planning grant application. The grant funding will be used to complete a draft environmental impact statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. Providing a separated, high-capacity transit line in this rapidly-growing corridor will be transformative to the greater Washington, DC region, and completing the DEIS is an important first step in delivering this project.

The concept of a rapid transit line in Southern Maryland was first envisioned in 1998 in the Southern Maryland Mass Transportation Study. Since then, numerous transit feasibility studies have been completed in the corridor, culminating with the 2017 Final Alternatives Report. This three-year, pre-National Environmental Policy Act (NEPA) planning study was conducted in collaboration between the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and Prince George's and Charles counties and marked a major milestone in providing sustainable congestion relief along the SMRT project corridor. Completing a DEIS is the next critical step for this important project.

Prince George's and Charles counties have initiated the creation of mixed-use, transit-oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOC) long-range transportation plan forecasts significant population and employment growth in the area. Today there are 5.7 million people living in the National Capital Region, which is expected to grow to more than 6.9 million by 2045, and according to MWCOC's Cooperative Forecasts Round 9.1. Charles County's population will grow at the fastest



rate of 44%. There is limited ability to expand current roadway footprints, and the commuter bus system is reaching capacity and further expansion is difficult. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.

In addition to meeting the growing travel demands in our region, the SMRT project will stimulate the corridor's economy. This economic stimulus has the potential to:

- Add approximately \$20 billion to the income of the corridor
- Create between 250,000 and 300,000 person years of work
- Generate a \$30 billion increase in property values
- Expand the tax base by \$5 to \$6 billion

I urge you to favorably consider the SMRT project and invest in this transformational initiative. The application demonstrates the project's substantial benefits, and Charles County, Prince George's County, and the State of Maryland are prepared to commit the required match of the grant funds.

Best regards,

A handwritten signature in blue ink, appearing to read 'RBC', with a long horizontal flourish extending to the right.

Reuben B. Collins, II, Esq.



Todd M. Turner  
Chair  
District 4

May 12, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

I am writing on behalf of the Prince George's County Council to express my strong support for the Better Utilizing Investments to Leverage Development (BUILD) transportation planning grant application being submitted jointly by Prince George's County, Charles County and the Maryland Department of Transportation (MDOT). The funding from this grant will be used to complete a draft environmental impact statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. This will provide a separated, high-capacity transit line in this rapidly-growing corridor, and will help to transform the greater Washington, DC region.

Prince George's and Charles counties have advanced several mixed-use, transit-oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOG) long-range transportation plan forecasts significant population and employment growth in the area. Today there are 5.7 million people living in the National Capital Region, which is expected to grow to over 6.9 million by 2045. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.

Growing our County, State and region in a manner that promotes economic development, while getting cars off the road and reducing congestion, will take a project of the size and scope of the SMRT. This rapid transit project will provide the type of transportation alternatives that this region desperately needs, as the corridor is one of the most congested in the entire country and its residents experience among the longest commute times. The combination of creating a sustainable option to sitting in traffic, promoting walkable, bikeable access to stations, and its potential as an economic game changer, makes this an ideal project.

This collaborative nature of this application demonstrates the project's substantial benefits for Charles County, Prince George's County, and the State of Maryland. I urge you to favorably consider the SMRT project and invest in this transformational initiative.

Sincerely,

A handwritten signature in black ink that reads "Todd M. Turner". The signature is fluid and cursive, with the first name "Todd" being the most prominent.

Todd M. Turner,  
Council Chair  
Prince George's County Council

cc: The Honorable Angela D. Alsobrooks, Prince George's County Executive  
The Honorable Gregory Slater, Secretary, Maryland Department of Transportation  
The Honorable Reuben B. Collins, II, Esq., President, Board of Charles County Commissioners  
The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation  
The Honorable Erek Barron, Chair, Prince George's County House Delegation  
The Honorable Calvin S. Hawkins, II, Vice-Chair, Prince George's County Council  
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Gwendolyn T. Clerkley, Deputy Director, Prince George's Department of Public Works and Transportation  
Elizabeth M. Hewlett, Chair, Prince George's County Planning Board, M-NCPPC  
Andree Green Checkley, Esquire, Prince George's County Planning Department, M-NCPPC  
Kevin Quinn, Administrator, Maryland Transit Administration



National Capital Region  
**Transportation Planning Board**

May 11, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Re: BUILD Grant Application for the Southern Maryland Rapid Transit (SMRT) Project

Dear Secretary Chao:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a joint application by Charles County and Prince George's County in Maryland for a Better Utilizing Investments to Leverage Development (BUILD) transportation planning grant. The grant funding will be used to complete a draft environmental impact statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. The TPB appreciates the transformative potential of a separated, high-capacity transit line in this rapidly-growing corridor, and completing the DEIS is an important first step in delivering this project.

The project proposed for this grant responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported the provision of a broad range of public and private transportation choices for our region which maximize accessibility and affordability to everyone and minimize reliance upon single occupancy automobiles. The TPB understands that numerous transit feasibility studies have been completed in the corridor, culminating with the 2017 Final Alternatives Report. The TPB is informed that this three-year, pre-National Environmental Policy Act (NEPA) planning study was conducted in collaboration between the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and Prince George's and Charles counties and marked a major milestone in providing sustainable congestion relief along the SMRT project corridor. Completing a DEIS is the next critical step for this important project.

The demographic forecasts developed by the Metropolitan Washington Council of Governments' (MWCOC), used in the TPB's long-range transportation plan indicates significant population and employment growth in the area. The TPB understands that Prince George's and Charles Counties have initiated the creation of mixed-use, transit-oriented centers along this corridor. The TPB believes that high capacity transit maximizes the potential to address current congestion and accommodate the forecast growth in travel demand in the SMRT corridor in a manner that moves more people than more vehicles. Promoting greater use of more efficient travel modes for both people and goods are key elements of our adopted Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Charles and Prince George's Counties, as it directly responds to regional transportation goals and priorities adopted by the National Capital Region's MPO as part of its long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Secretary Chao  
May 11, 2020

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly Russell", with a stylized flourish at the end.

Kelly Russell  
Chair, National Capital Region Transportation Planning Board

cc: Terry Bellamy, Director, Prince George's County Department of Public Works & Transportation  
Jason Groth, Director, Charles County, Department of Planning





10201 MARTIN LUTHER KING, JR. HIGHWAY SUITE 220 ▲ BOWIE, MD 20720  
301-860-0809 PHONE ▲ 301-860-1449 FAX ▲ BIZROUNDTABLE.ORG

M.H. JIM ESTEPP

President & CEO

The Honorable Elaine Chao, Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

May 11, 2020

The Greater Prince George's Business Roundtable (GPGBR), a non-profit, nonpartisan alliance of Chief Executives of businesses in Prince George's County, enthusiastically support the Better Utilizing Investments to Leverage Development (BUILD) transportation planning grant application being submitted by Prince George's County, Charles County and the Maryland Department of Transportation (MDOT). The funds from this grant will be used to complete a draft environmental impact statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project to advance a separated, high-capacity transit line in this rapidly-growing corridor, and will help to transform the Washington, DC region as a whole.

The MD 5 corridor holds among the greatest potential for economic development of any in the Washington Metropolitan Region. The MWCOG long-range transportation plan forecasts significant population and employment growth in the area. There is a limited ability to expand current roadways, the commuter bus system is reaching capacity and further expansion is extremely constrained. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.

Advancing the SMRT project will provide the type of transportation options that are desperately needed. The MD 5 corridor is one of the most congested in the NCR, forcing citizens in these communities to experience some of the longest commute times in the region. This has a direct impact on the efficacy of the businesses in this area. The combination of creating a more sustainable option to traffic congestion, while promoting enhanced multi-modal access, as well as the potential for significant economic development, makes this an ideal project for promoting vibrant, resilient communities, and better connecting into the greater Washington Metropolitan Region.

As a leader in the business community, and the former County Councilman for much of the impacted area, I urge you to favorably consider the SMRT project and invest in this transformational initiative for our State and Region.

Sincerely,  


M.H. Jim Estopp – President & CEO, GPGBR



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May 7, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao:

We are writing to express the full support of the Maryland Transportation Commission for the Southern Maryland Rapid Transit (SMRT) Better Utilizing Investments to Leverage Development (BUILD) transportation planning grant application being submitted by jointly by Charles County, Prince George's County and the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA). The grant funding will be used to complete a Draft Environmental Impact Statement (DEIS) for the SMRT project. Providing a separated, high-capacity transit line in this rapidly growing corridor will be transformative to the greater Washington, DC region, and completing the DEIS is an important first step in delivering this project.

The concept of a rapid transit line in Southern Maryland was first envisioned in 1996 in the Southern Maryland Mass Transportation Study. Since then, numerous transit feasibility studies have been completed in the corridor, culminating with the 2017 Final Alternatives Report. This three-year, pre-National Environmental Policy Act (NEPA) planning study was conducted in collaboration between the MDOT MTA and Prince George's and Charles counties and marked a major milestone in providing sustainable congestion relief along the SMRT project corridor. Completing a DEIS is the next critical step for this important project.

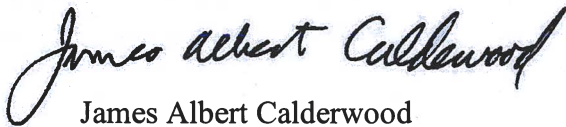
Prince George's and Charles counties have initiated the creation of mixed-use, transit-oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOG) long-range transportation plan forecasts significant population and employment growth in the area. Today there are 5.7 million people living in the National Capital Region, which is expected to grow to more than 6.9 million by 2045, and according to MWCOG's Cooperative Forecasts Round 9.1. Charles County's population will grow at the fastest rate of 44%. There is limited ability to expand current roadway footprints, and the commuter bus system is reaching capacity and further expansion is difficult. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.

We urge you to favorably consider the SMRT project and invest in this transformational initiative. The application demonstrates the project's substantial benefits, and the partnership of Charles County, Prince George's County, and the State of Maryland shows the importance of the project to the region.

Sincerely,

The Honorable Elaine Chao

Page Two



James Albert Calderwood  
Chairman



Camillo DiCamillo  
Ex-Officio Member



Thomas Hampton  
Member



Natasha Iheme  
Member



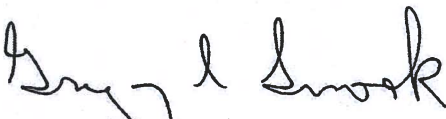
Jennifer Hill Leineweber  
Member



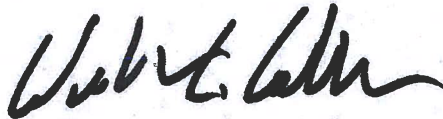
Lisa Weimin Liu  
Member




Ben Neil  
Member



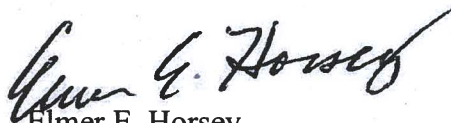
Gregory I. Snook  
Ex-Officio Member



William Callahan  
Ex-Officio Member



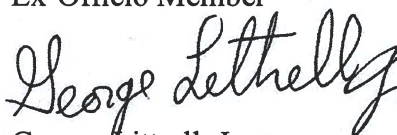
Debra Farrar-Dyke  
Member



Elmer E. Horsey  
Member



Barbara Richman Kahn  
Ex-Officio Member



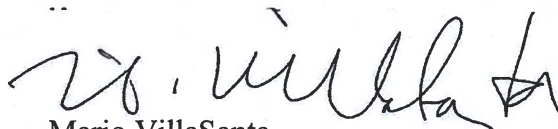
George Littrell, Jr.  
Member



Michael J. Moore  
Member



Gary Simpson  
Ex-Officio Member



Mario VillaSanta  
Ex-Officio Member



CHARLES COUNTY GOVERNMENT  
**Economic Development Department**

**Darréll A. Brown, Esq.**  
Director

Phone | 301-885-1340  
Fax | 301-885-1341  
Email | [info@MeetCharlesCounty.com](mailto:info@MeetCharlesCounty.com)

May 6, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Re: USDOT BUILD Grant for SMRT

Dear Secretary Chao:

I am writing to express my full support for the joint Charles County and Prince George's County Better Utilizing Investments to Leverage Development (BUILD) transportation planning grant application. The grant funding will be used to complete a draft environmental impact statement (DEIS) for the Southern Maryland Rapid Transit (SMRT) project. Providing a separated, high-capacity transit line in this rapidly-growing corridor will be transformative to the greater Washington, DC region, and completing the DEIS is an important first step in delivering this project.

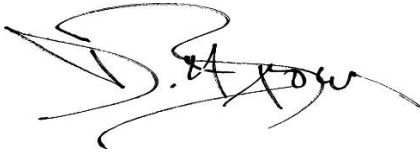
The concept of a rapid transit line in Southern Maryland was first envisioned in 1996 in the Southern Maryland Mass Transportation Study. Since then, numerous transit feasibility studies have been completed in the corridor, culminating with the 2017 Final Alternatives Report. This three-year, pre-National Environmental Policy Act (NEPA) planning study was conducted in collaboration between the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and Prince George's and Charles counties and marked a major milestone in providing sustainable congestion relief along the SMRT project corridor. Completing a DEIS is the next critical step for this important project.

Prince George's and Charles counties have initiated the creation of mixed-use, transit-oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOC) long-range transportation plan forecasts significant population and employment growth in the area. Today there are 5.7 million people living in the National Capital Region, which is expected to grow to more than 6.9 million by 2045, and according to MWCOC's Cooperative Forecasts Round 9.1. Charles County's population will grow at the fastest rate of 44%. There is limited ability to expand current roadway footprints, and the commuter bus system is reaching capacity and further expansion is difficult. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the demand.



I urge you to favorably consider the SMRT project and invest in this transformational initiative. The application demonstrates the project's substantial benefits, and Charles County, Prince George's County, and the State of Maryland are prepared to commit the required match of the grant funds.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Brown", with a stylized flourish at the end.

Darréll Brown, Esq.  
Director  
Charles County Economic Development Department

Cc: U.S. Senator Benjamin L. Cardin  
U.S. Senator Christopher Van Hollen  
Congressman Steny H. Hoyer  
Senator Arthur Ellis  
Delegate Edith J. Patterson  
Commissioner President Reuben Collins  
Mark Belton, County Administrator  
Deborah Carpenter, Director of Planning & Growth Management  
Jason Groth, Director of Planning  
Marcia Keeth, Deputy Director of Economic Development  
Taylor Yewell, Redevelopment Manager of Economic Development

May 6, 2020

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**RE: Charles County and Prince George's County Planning Grant Application for the FY20 BUILD Grant Program for the Southern Maryland Rapid Transit Project**

Dear Secretary Chao:

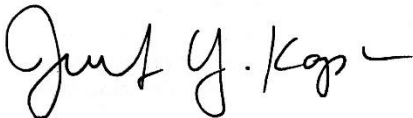
The Greater Washington Partnership (the Partnership) supports the joint Charles County and Prince George's County FY 2020 BUILD planning grant application. The Partnership is a civic alliance of the leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 250,000 residents around the region.

The **Southern Maryland Rapid Transit** (SMRT) planning project grant funding will be used to complete a draft environmental impact statement (DEIS) for a rapid transit connection between Charles County, Maryland and Prince George's County and the larger Washington, DC metro area. Completing the DEIS is the next critical step to deliver this project first envisioned in 1996 that will provide a separated, high-capacity transit line in this rapidly growing corridor. The SMRT project will be a transformative investment for Southern Maryland and the Capital Region.

Prince George's and Charles counties are already planning mixed-use, transit oriented centers along the corridor, and the Metropolitan Washington Council of Governments' (MWCOC) long-range transportation plan forecasts significant population and employment growth in the area, with Charles County's population growing at the fastest rate in the metro area. Today, there is limited ability to expand current roadway footprints and the commuter bus system is reaching capacity. As travel demand along the SMRT corridor increases, a separated, high-capacity transit system is essential to accommodate the long-term demand.

For these reasons, the Partnership fully supports this application and we urge you to favorably consider the SMRT planning project for an FY20 BUILD grant. Thank you for your support and leadership.

Sincerely,



Jennifer Y. Kaplan  
Vice President, Engagement and External Affairs, Greater Washington Partnership

